

CLASSIFICATION <b>SECRET</b>		25X1
COUNTRY	East Germany	25X1
TOPIC	Werneuchen Airfield	
EVALUATION	PLACE OBTAINED	25X1
DATE OF CONTENT		25X1
DATE OBTAINED	DATE PREPARED 26 January 1955	25X1
REFERENCES		
PAGES 5	ENCLOSURES (NO. & TYPE)	25X1
REMARKS		
This is UNEVALUATED Information		

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1. Shipments

The following incoming and outgoing shipments were observed at Werneuchen airfield between 6 and 24 December 1954:

a. Incoming shipments

Date in December 1954	Railroad Cars and Cargo	From	Consigned to
6	1 tank car with 13.65 tons presumably of oil	Velten 2 December	Zukhov (identical with Zukhilov)
8	1 boxcar with unknown cargo	Toepchin 6 December	BMK
9	8 gondola cars with 121 tons of briquettes	Brieske 6 December	Volskov (identical with Voloskov)
12	6 boxcars with 90 tons presumably rations	Jueterbog 9 December	BMK
	1 flatcar with 1 or 2 rollers	Leipzig-Plagwitz 8 December	"Vollmacht 52"
14	16 gondola cars with 351 tons of briquettes	Brieske 10 and 12 December	Voloskov and Dubrovski
15	1 gondola car with 21.4 tons of open burning coal	Horka 11 December	Volskov
17	1 gondola car with 21 tons of open burning coal	Forst 15 December	Voloskov

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Date in December 1954	Railroad Cars and Cargo	From	Consigned to
18	8 gondola cars with 170 tons of briquettes	Senftenberg 15 December	Dubrovski
	2 gondola cars with 42 tons of open burning coal	Forst 12 and 15 December	Vlasov
	2 gondola cars each with 16 tons of fire wood (private shipment)	Biesenthal	Matinov
4 to 19	155 tons of bricks	Paevezin	Special Construction Bureau (K) Bernau
13 to 17	45 tons of mortar mixture	Bad Koesen	Baugenossenschaft (K) Bernau
16	1 gondola car with fire wood, 16 tons	Biesenthal (stored northwest of the spur track)	Matinov
21	1 gondola car with 16 tons of fire wood	Biesenthal	Matinov
24	1 gondola car with 16 tons of fire wood	Biesenthal	Matinov
21 to 24	10 gondola cars with open burning coal	Horka and Forst	Vlasov
	21 gondola cars with briquettes	Senftenberg and Brieske	10 cars to Vlasov 11 cars to Dubrovski and Voloskov

b. Outgoing shipments

Date in December 1954	Number of Cars and Cargo	Consigned to
9	2 boxcars with rations	Toepchin
17	1 boxcar with rations	Finsterwalde
	1 boxcar with rations	Briesen
	1 boxcar with rations	Brandis
	1 boxcar with rations	Welzow

On 15, 16 and 17 December, it was observed that the 6 aforementioned cars were loaded with goods such as salt, bacon, pickled cucumbers. and cigarettes near storage house No 1.

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Nine boxcars which had left Jueterbog on 11 November 1954 and were consigned to the BHK [redacted] returned empty to the airfield. From the remainders of flour and barley found in the empty cars it was inferred that they had been loaded with food.<sup>1</sup>

## 2. Observations at the Airfield

Between 15 and 17 December, the aircraft revetments along the taxiway between the western end of the runway and a point in the northwestern section about in line with the fuel dump were empty. Eight Il-28s were parked on the hardstands, but not in the revetments, west of the westernmost hangar. Twelve crated bombs were stored next to each aircraft. The bombs were about 120 cm long and 25 to 30 cm in diameter. A total of 51 to 54 Il-28s were parked on the area in front of and somewhat east of the hangars. The site directly in front of the hangars could not be observed. Thus, a total of between 59 and 62 Il-28s were seen at the field.

25 December. The aircraft arrangement was similar to the one observed between 15 and 17 December. The revetments were still empty but eight Il-28s were again parked on the hardstands west of the hangars and 2 piles of bombs were observed next to each aircraft. Two groups of 15 to 18 Il-28s each were seen in front of the hangars and a group of 15 to 18 Il-28s east of the hangars. Thus, a total of between 53 and 62 aircraft were parked at the field.<sup>2</sup>

## 3. Il-28s Parked West of the Hangars

The cabin roofs were opened by 2 lifted flaps. The hinge of these flaps ran transverse to the axis of the fuselage. The front half of the cabin roof opened to the left side and the rear half to the right side. All of the aircraft had an antenna which extended approximately from  $\frac{1}{2}$  of the way up on the rudder assembly to the rear end of the cabin. Two [redacted] about 80 cm long, estimated at 20 mm, projected from the tail-gun position. The gun barrels were side by side and parallel and about 20 cm apart. On the bottom of the fuselage were two openings, the flaps of which were lowered and about 50 cm square. The rear edges of the flaps were perpendicular to the front root of the elevator assembly. A ventral turret was located about  $\frac{1}{3}$  of the way back from the nose. No rod-shaped devices were observed.<sup>3</sup>

## 4. Radar Sets

A truck with a box-like superstructure was parked just west of the western end of the runway. A mast with a dipole support and a bracing similar to that of the model AA 4 MK 3 set was located in the front left quarter of the box-like superstructure. The antenna did not rotate. A 7-meter-high antenna mast with a broom-shaped antenna on top was observed next to the truck. A wire extended from the foot of the antenna to a nearby earth bunker. The model AA 4 MK 3 set was seen rotating on 25 December 1954.<sup>4</sup>

## 5. AAA

On 25 December, Captain Matinov (fnu) who wore red-bordered black epaulets with artillery insignia was seen in the AA quarters located in the angle formed by the Werneuchen-Wegendorf road and the Werneuchen-Wesendahl road.

[redacted] The AA quarters were occupied by young and apparently unmarried soldiers. Women wearing civilian clothes and children were also seen there.

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The entire area was surrounded by a board fence. Major Ivanov (fnu) was allegedly also billeted in the fenced-in area. Six guns, including 4 covered with tarpaulins, were observed in the emplacement on the southwestern edge of the field. The uncovered guns had a caliber of 77-mm. No change was observed on the AA gun emplacement in the northwestern section of the field. The guns, estimated at 76 mm, were arranged in a sort of horseshoe pattern with the opening pointing to the west. A range finder was observed in the emplacement. Six Soviets practiced with a four-barreled AA gun, west of the fuel dump in the northwestern section of the field near the small shed. It was assumed that the gun was one of the 2 four-barreled guns which had arrived in [redacted] on 2 June 1954. Seventeen trucks were parked in a shed west of the AA gun emplacement near the spur track. The fire wood consigned to Matinov was unloaded near the AA gun emplacement in the northwestern section of the field. [redacted]

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#### 7. Storage Dump 1

There was a ramp along the southern side of storage dump 1, which was believed to be a ration dump. Outgoing railroad cars were loaded there. The so-called elevated bunker stored cement.<sup>1</sup>

1. [redacted] Comment. The following information is available on the consignees of the reported shipments:

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Zukhov or Zukhilov was mentioned as consignee of railroad tank cars from Veltin for the first time in October 1954. Prior to that date, these shipments were consigned to Chernikov or the Red Army. It has not been confirmed whether the tank cars actually contained oil.

Volskov or Voloskov, in November 1952, was reported as consignee of various shipments in Cottbus where a supply depot [redacted] for the bomber corps of the Twenty-Fourth Air Army was located at that time. After October 1954, coal shipments for Werneuchen were consigned to Volskov. It has not been determined whether this Volskov is identical with the one mentioned in the present report. Volskov presumably belongs to the AA because the coal consigned to him was stored near the AA gun emplacement in the northwestern section of the field.

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Dubrovski allegedly is the captain of an air force unit. The coal consigned to his name was stored along the southern side of the eastern section of the spur track. Dubrovski's office is located in building No 52.

Vlasov had already been reported from Werneuchen in 1952. He was reportedly in charge of construction work in 1953 and was the consignee of coal shipments after August 1954. Vlasov is presumably assigned to the Soviet Air Force because his office like that of Dubrovski is also located in building 52.

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Matinov who is reported for the first time belongs to the AAA. No detailed information is available on the reported monthly ration supply shipments from Werneuchen to presumed details in Toepchin, Finsterwalde and Brandis.

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2. Comment. According to the present report, 52 to 62 Il-28s were again counted at Werneuchen airfield between 15 and 25 December 1954 against 20 and 35 Il-28s observed on two days in the first half of December. The number of 52 to 62 Il-28s agrees approximately with the observed number after the return of the bomber unit in May 1954. If the estimated size of the bomb crates is fairly correct, the bombs stored in the crates probably were model FAB 100 demolition bombs.
3. Comment. These observations agree with previous statements, except for the information on flaps under the fuselage close to the tail, which is received for the first time. The purpose of these flaps has not been determined but it appears possible that they are in some way connected with tow-targets.
4. Comment. The model AA 4 MK 3 set was reported previously.
5. Comment. The AA gun emplacements are known. The shipment from Neubukow which arrived in Werneuchen on 2 June 1954 carried 6 x 37-mm AA guns and 2 guns of a smaller caliber, which returned from firing practices.

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CLASS [REDACTED]		
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